Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the Application:

Listing of Claims:

1. (Currently Amended) An attachment system for attaching a module to at least one rail provided on an interior portion of a vehicle, comprising:

a latch device having ~~a handle portion coupled to~~ an axle defining a longitudinal axis substantially perpendicular to the rail ~~for rotation about a first axis~~;

the axle coupled to the module for rotation about ~~a second~~ the longitudinal axis;

a pin connected to the axle proximate a first end of the axle, the pin defining a longitudinal axis substantially perpendicular to the longitudinal axis of the axle;

a handle pivotally connected to the pin for rotation of the handle about the longitudinal axis of the pin between a locked position and an unlocked position;

at least one projection extending from the axle proximate a second end of the axle and configured to disengage the rail when the axle is moved about its longitudinal axis to a first position and to engage the rail when the axle is moved about its longitudinal axis to a second position.

2. (Currently Amended) The attachment system of Claim 1 wherein the projection is a foot extending substantially perpendicular to the longitudinal axis of the axle and configured to extend into a recess within the rail.

3. (Currently Amended) The attachment system of Claim 1 wherein the handle ~~portion~~ extends substantially parallel to the longitudinal axis of the axle when the handle is in the unlocked position ~~is configured~~ for a quarter-turn movement with the axle between the first position and the second position.

4. (Currently Amended) The attachment system of Claim 1 wherein the latch device further comprises a spring ~~member~~ configured to bias the projection to engage the rail.

5. (Withdrawn) The attachment system of Claim 1 wherein the latch device further comprises an extension configured to engage one or more apertures on the rail so that the module is prevented from sliding along the rail.

6. (Withdrawn) The attachment system of Claim 1 wherein the at least one projection is two projections.

7. (Withdrawn) The attachment system of Claim 6 wherein the two projections extend in generally opposite directions.

8. (Currently Amended) The attachment system of Claim [[1]] 2 wherein the handle ~~portion~~ is substantially parallel to the foot when the handle is in the ~~is rotatable between a~~ locked position ~~and an unlocked position~~.

9. (Currently Amended) The attachment system of Claim 8 wherein the axle is rotatable between the first position and the second position when the handle ~~portion~~ is in the unlocked position.

10. (Previously Presented) The attachment system of Claim 1 wherein the projection is configured to engage a side portion of the rail.

11. (Previously Presented) The attachment system of Claim 1 wherein the projection is configured to engage a flange portion of the rail.

12. (Previously Presented) The attachment system of Claim 1 wherein the projection is configured to extend through an opening in the rail.

13. (Original) The attachment system of Claim 1 wherein the handle portion comprises a lever.

14. (Original) The attachment system of Claim 13 wherein the lever has a first end and the lever is configured for pivotal movement about the first end.

15. (Canceled).

16. (Currently Amended) The attachment system of Claim ~~15~~ 1 wherein the handle ~~portion~~ is configured for operation as an over-center device.

17. (Withdrawn) The attachment system of Claim 5 wherein the extension is a series of teeth configured to engage the aperture.

18. (Withdrawn) The attachment system of Claim 1 wherein the latch device further comprises a wing member configured to engage an outer surface of the rail member.

19. (Withdrawn) The attachment system of Claim 18 wherein the projection is a foot member extending from the wing member.

20. (Original) The attachment system of Claim 1 wherein the projection is a foot configured to engage the rail in an interference relationship when the axle is in the second position.

21. (Currently Amended) An attachment system for attaching a module to at least one rail having an elongated recess provided on an overhead interior portion of a vehicle, comprising:

a latch device having a handle ~~coupled to an elongated member for rotation about~~ pivotally movably about a pin defining a first axis substantially parallel to the rail;

the pin connected proximate one end of an elongated member;

the elongated member coupled to the module for rotation about a second axis, the second axis being substantially perpendicular to the first axis;

at least one projection extending from the elongated member proximate an opposite end of the elongated member and movable between an unlocked position with the projection extending parallel to the recess and a locked position with the projection extending perpendicular to the recess ~~configured to releasably engage the rail~~ when the elongated member is moved between a first position and a second position.

22. (Currently Amended) An attachment system for attaching a module to at least one rail provided on an overhead interior portion of a vehicle, comprising:

an elongated member having a longitudinal axis extending perpendicular to the rail, the elongated member coupled to the module for rotation about the longitudinal axis;

a handle ~~coupled~~ pivotally connected to one end of the elongated member for rotation of the handle about an axis substantially perpendicular to the longitudinal axis and parallel to the rail;

at least one projection extending from the elongated member proximate a second end of the elongated member, the projection configured to releasably engage the rail when the elongated member is rotated about the longitudinal axis.